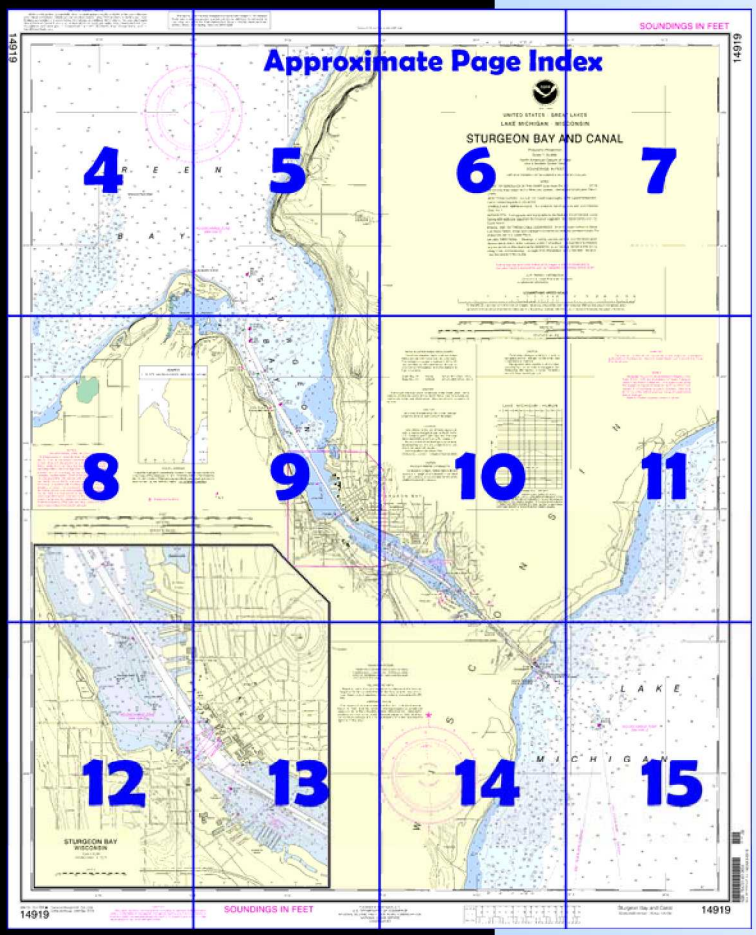
BookletChart™

Sturgeon Bay and Canal

(NOAA Chart 14919)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

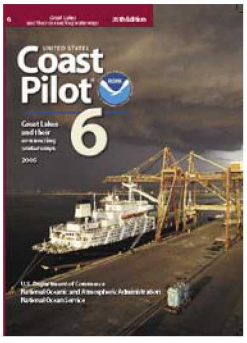
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(846) **Sturgeon Bay Ship Canal** provides a navigable connection between Lake Michigan and the S end of Green Bay. A canal has been cut from Lake Michigan across a narrow strip of land to the head of **Sturgeon Bay,** and thence a dredged channel leads through Sturgeon Bay to Green Bay. The Lake Michigan entrance to the canal is about 126 miles N of Milwaukee Harbor, across the lake W of Frankfort, Mich.

(847) **Sturgeon Bay Ship Canal Light** (44°47.7'N., 87°18.8'W.), 107 feet above the water, is shown from a white cylindrical tower on the N side of the canal entrance.

(853) Sturgeon Bay is a natural branch of Green Bay, but the navigational aids that mark the channel through it are placed with respect to proceeding from Lake Michigan through the ship canal to Green Bay.

(864) There are several marinas on both the NE and SW sides of Sturgeon Bay between the two bridges. The marinas can provide: transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. Mobile hoists to 50 tons are available for complete hull, engine, and electronic repairs. Reported depths alongside the docks were 3 to 13 feet.

(865) Just NW of the Michigan Street bridge, a narrow spit of land, the remains of a former railroad bridge, extends NE from shore to near the edge of the dredged channel. A buoy off the end of the spit marks the channel limit.

(866) **Dunlap Reef,** marked on the NE side by a light, is on the W side of the dredged channel from about 0.3 to 0.7 mile NW of the Michigan Street bridge. The center of the reef bares. A buoy midlength of the E side of the reef marks the edge of the dredged channel. There is deep water to W of the reef, but only about 11 feet between the S end of the reef and the spit of land NW of the Michigan Street bridge.

(867) **Hills Point,** marked by a light, is on the W side of Sturgeon Bay 2.2 miles NW of the Michigan Street bridge. **Sturgeon Bay Entrance Leading Light,** on shore 0.8 mile NW of Hills Point, shows on the centerline of the entrance channel to Sturgeon Bay from Green Bay.

(868) **Sawyer Harbor** is a small shallow inlet on the W side just inside the mouth of Sturgeon Bay. A marina on the N side of the inlet provides transient berths, water, and electricity.

(869) **Sherwood Point** is the N point of the spit of land that extends N and E from shore to form the W side of the entrance to Sturgeon Bay. **Sherwood Point Light** (44°53.6'N., 87°26.0'W.), 61 feet above the water, is shown from a white square tower with an attached dwelling on the point. A lighted bell buoy 1 mile E of Sherwood Point Light, near the middle of the mouth of Sturgeon Bay, marks the entrance to the Sturgeon Bay Ship Canal.

(870) **Sherwood Point Shoal,** a detached shoal with a least depth of 11 feet, is marked on the N side by a lighted horn buoy 2 miles NW of Sherwood Point Light. The shoal is a hazard to vessels approaching Sturgeon Bay from S. A shoal bank with depths of 2 to 18 feet extends from shore SW of Sherwood Point to within 0.3 mile of the S side of Sherwood Point Shoal.

(931) The shore from Monument Shoal SSW for 6 miles to the mouth of Sturgeon Bay is clear except for a 17-foot spot 0.6 mile offshore 3 miles N of the bay.

(932) **Sturgeon Bay** (described with the Sturgeon Bay Ship Canal) extends about 8 miles SE from Green Bay.

Caution

(933) Aids to navigation in Sturgeon Bay have been placed with respect to traversing the bay from Lake Michigan through the Sturgeon Bay Ship Canal to Green Bay.

(934) **Sherwood Point Light** (44°53.6'N., 87°26.0'W.), 61 feet above the water, is shown from a white square tower with attached dwelling on the SW side of the entrance to Sturgeon Bay.

(935) From Sherwood Point Light the shore trends SW for 4 miles to a narrow peninsula that extends 1.2 miles NW from shore. **Snake Island** is close off the end of the peninsula. From the NE side of the peninsula and Snake Island, a shoal bank with depths of 2 to 18 feet extends 3.5 miles NNE. **Sherwood Point Shoal,** a detached 11-foot shoal marked on the N side by a lighted buoy, is off the N end of this shoal bank and 1.9 miles NNW of Sherwood Point. These shoals are a hazard to vessels navigating between Sturgeon Bay and the S end of Green Bay and should be given a wide berth.

(936) **High-Cliff Park** is a small privately maintained artificial harbor 1.5 miles SW of Sherwood Point Light. The W side of the harbor entrance is protected by a breakwater. In 1978, the reported controlling depths were 4 feet in the entrance channel and harbor. Due to obstructions in the entrance, the harbor should not be entered without local knowledge.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Corrected through NM Oct. 2/04
Corrected through LNM Sep. 21/04

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI	KIG-65	162.55 MHz (Chan. WX-1)
Sister Bay, WI	WXN-60	162.425 MHz (Chan. WX-7)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations Chart No. 1.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

87°28'
87°26'
87°24'
44°56'
44°54'

G R E E N B A Y

MAGNETIC
VAR 4°00'W(2004)
ANNUAL INCREASE 6

G "7" 33
Fl G 4s
Sherwood Point Shoal
NO-DISCHARGE ZONE
(see note Z)
Iso 6s 61ft 15 St M
RW
Mo (A)
BELL
Sherwood Point
Idlewild Marina Ramp
Foul
Cabot Point
Sawyer Harbor
Schommer's Resort
Romy's Gitche Gumee Resort and Marina
Ramp
OBS TR
Quarry Point
Potawatomi
High-Cliff Park
Little Harbor
Leathern Quarry Boat Ramp
R "32" 21
Fl R 2.5s
G
C "31"
R "30"
Q R 17

STURGEON BAY

Joins page 8

North

Printed at reduced scale.

SCALE 1:30,000

Nautical Miles

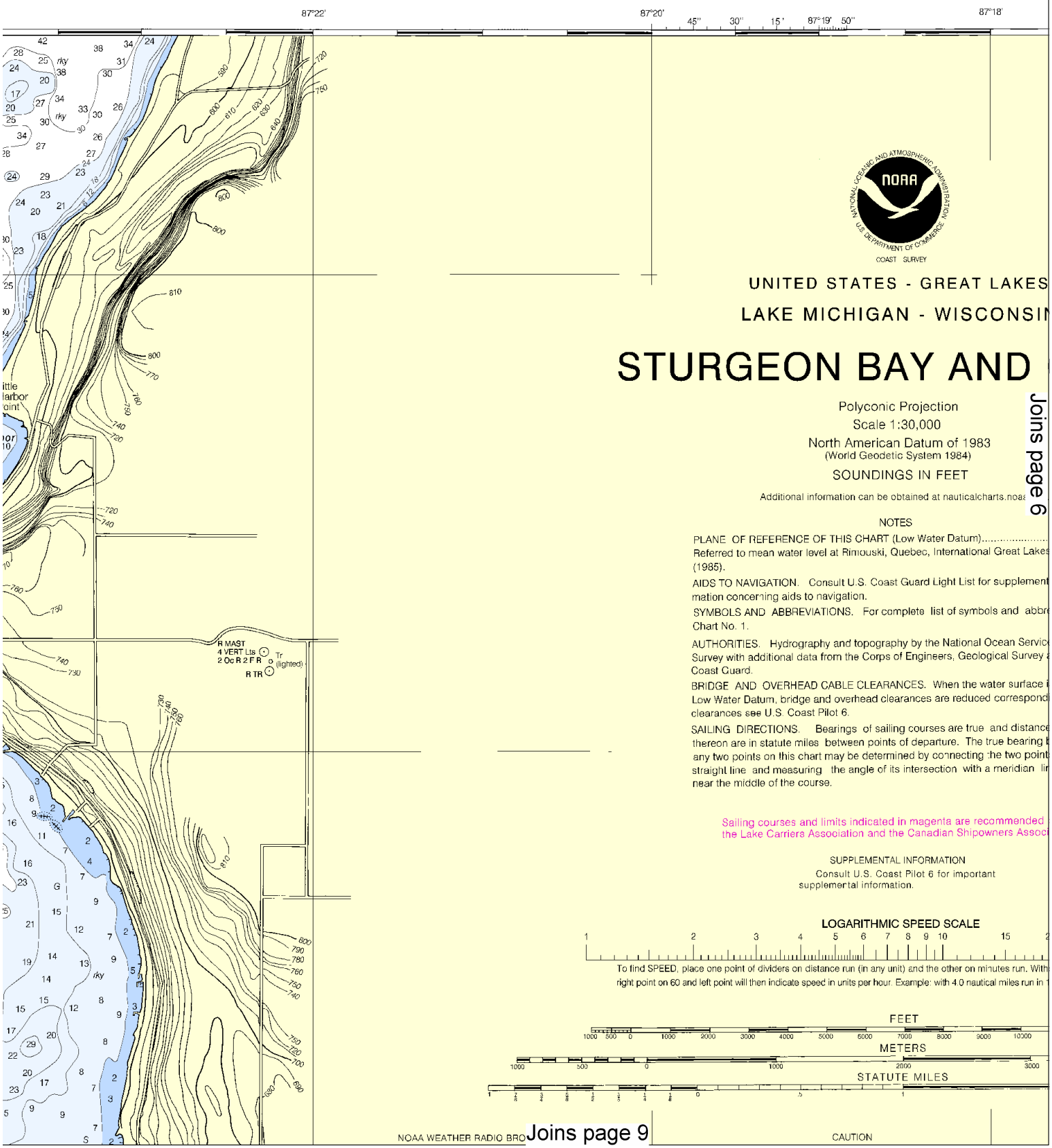
1 0 1 2

Yards

1000 0 1000 2000 3000

See Note on page 5.

Formerly LS 728, 1st Ed., June 1901 KAPP 1444



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN

STURGEON BAY AND

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa

Joins page 6

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... Referred to mean water level at Rimouski, Quebec, International Great Lakes (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplement mation concerning aids to navigation.

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AUTHORITIES. Hydrography and topography by the National Ocean Servic Survey with additional data from the Corps of Engineers, Geological Survey Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface Low Water Datum, bridge and overhead clearances are reduced correspond clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distance thereon are in statute miles between points of departure. The true bearing any two points on this chart may be determined by connecting the two point straight line and measuring the angle of its intersection with a meridian li near the middle of the course.

Sailing courses and limits indicated in magenta are recommended the Lake Carriers Association and the Canadian Shipowners Associ

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in

FEET
METERS
STATUTE MILES

NOAA WEATHER RADIO BRO

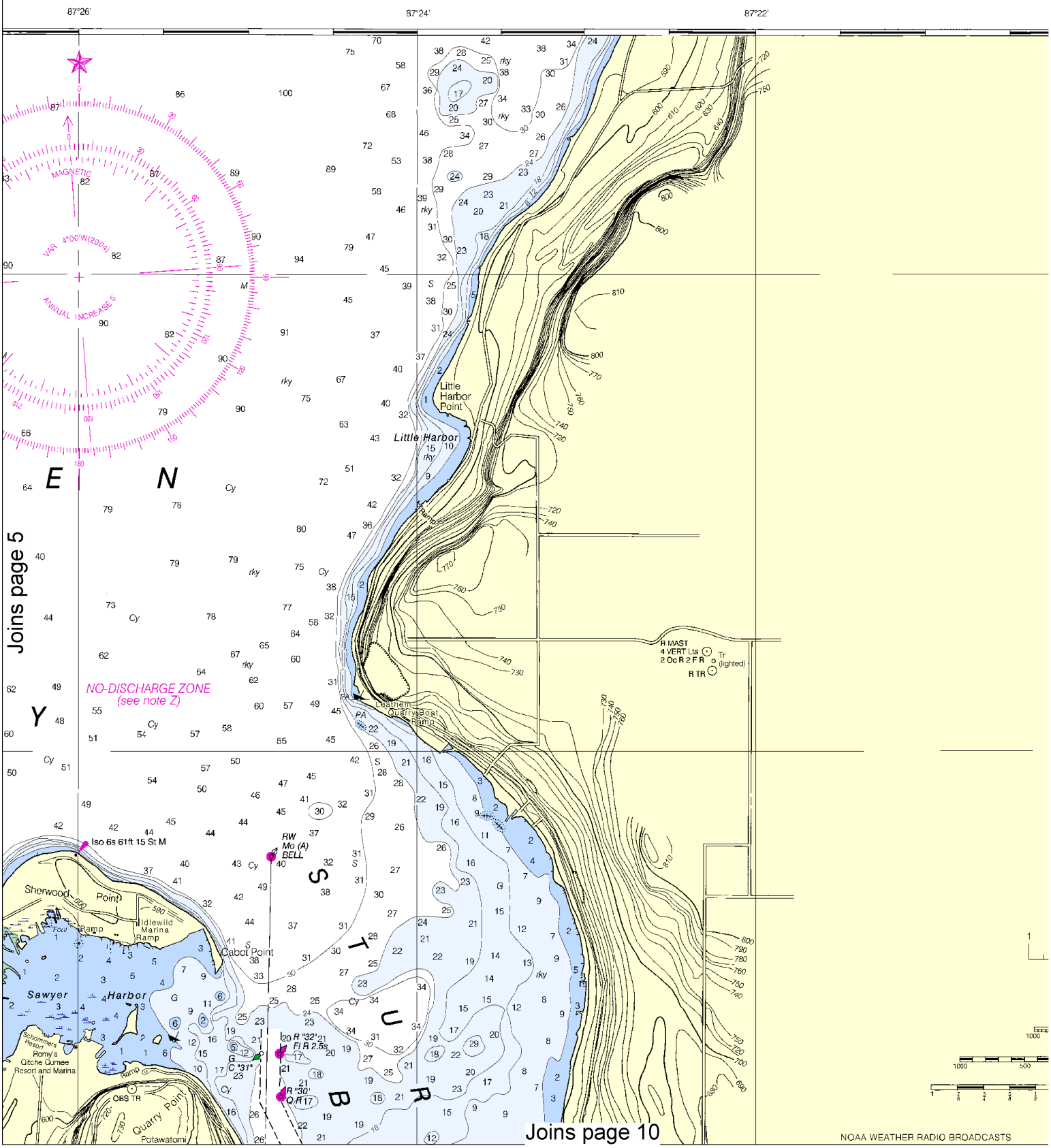
Joins page 9

CAUTION

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring Maryland 20910-3282.

Formerly LS 728, 1st Ed., June 1901 KAPP 1444



6

North

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

SOUNDINGS IN FEET

14919

87°20' 45" 30" 15' 87°19' 50" 87°18' 87°16'

44°56'

44°54'

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN

STURGEON BAY AND CANAL

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5ft
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AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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SUPPLEMENTAL INFORMATION
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LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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FEET
500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000

METERS
0 1000 2000 3000 4000 5000

STATUTE MILES
1/3 1/4 1/8 0 .5 1 2 3

CAUTION

Joins page 11

WARNING

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

Joins page 4

Sawyer Harbor

Cabot Point

Schommer's Resort
Romy's Gitche Gumee Resort and Marina

OBS TR

Quarry Point

Potawatomi State Park

High-Cliff Park

Ramp

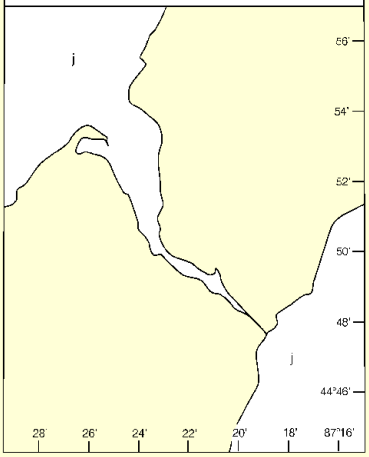
Leading Light
F Y 36ft 14 St M

18 FEET JUN 2006

Hills Point
F G 4s 29ft 5 St M "27"

SOURCE

j Pre-1974 Lake Survey Surveys partial bottom coverage



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NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Ⓟ Pump-out facilities

AERO

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000

METERS
1000 500 0 1000 2000 3000 4000 5000

STATUTE MILES
1 0 1 2 3

KAPP 1445

Subm Cribs

18 FEET JUL 2004

R N "22"

16 G C "23"

87°23'

Bradley Lake

SUNSET PARK

Ramp

20 FEET FOR MID-WIDTH OF 125 FEET

Fl G 4s 31ft 7 St M "21"

Florida St

Georgia St

Bay Shipbuilding Corp

Park

Stevens

Joins page 12

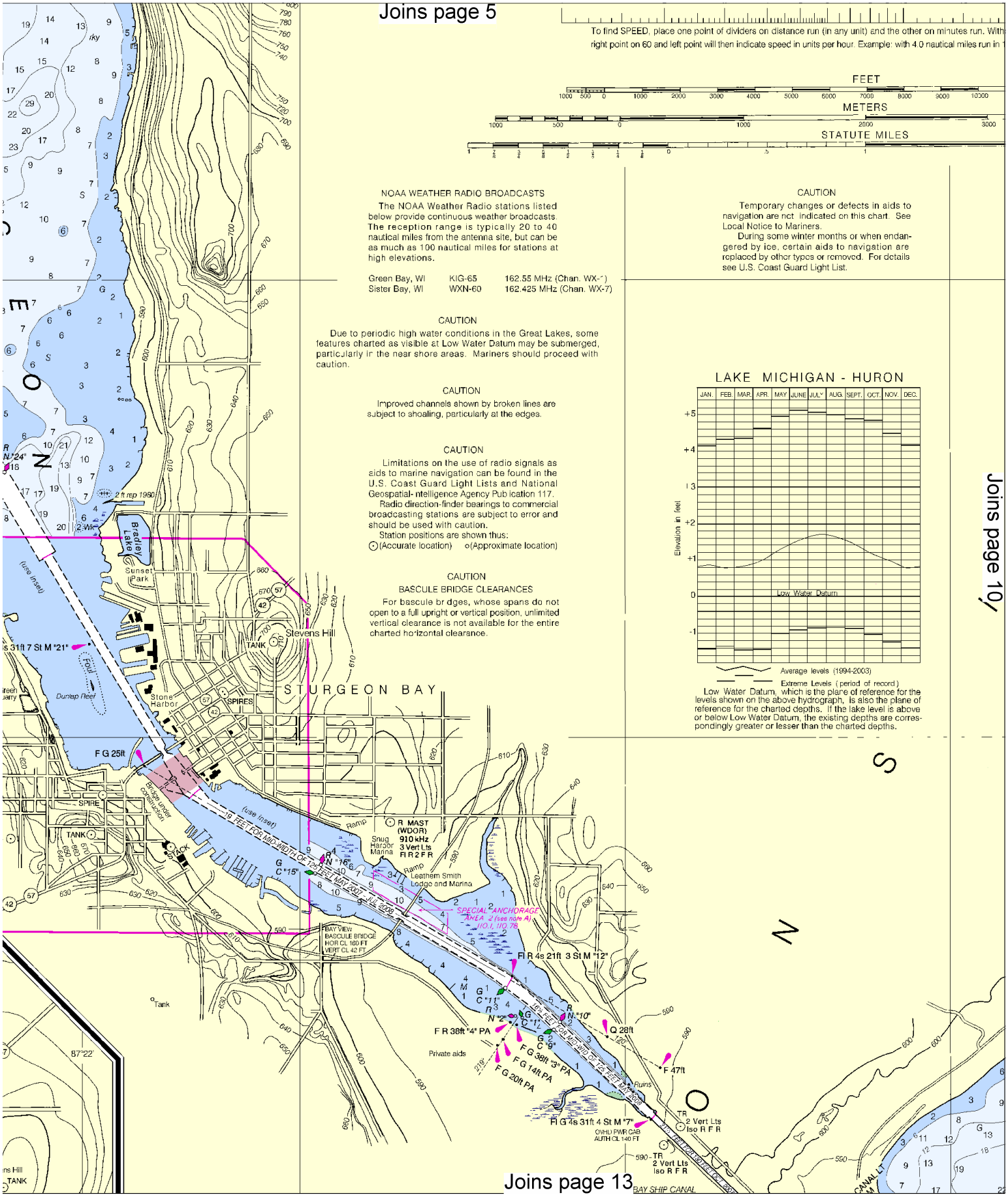
North

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles
1 0 1 2

Yards
1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
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right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 1
FEET
METERS
STATUTE MILES
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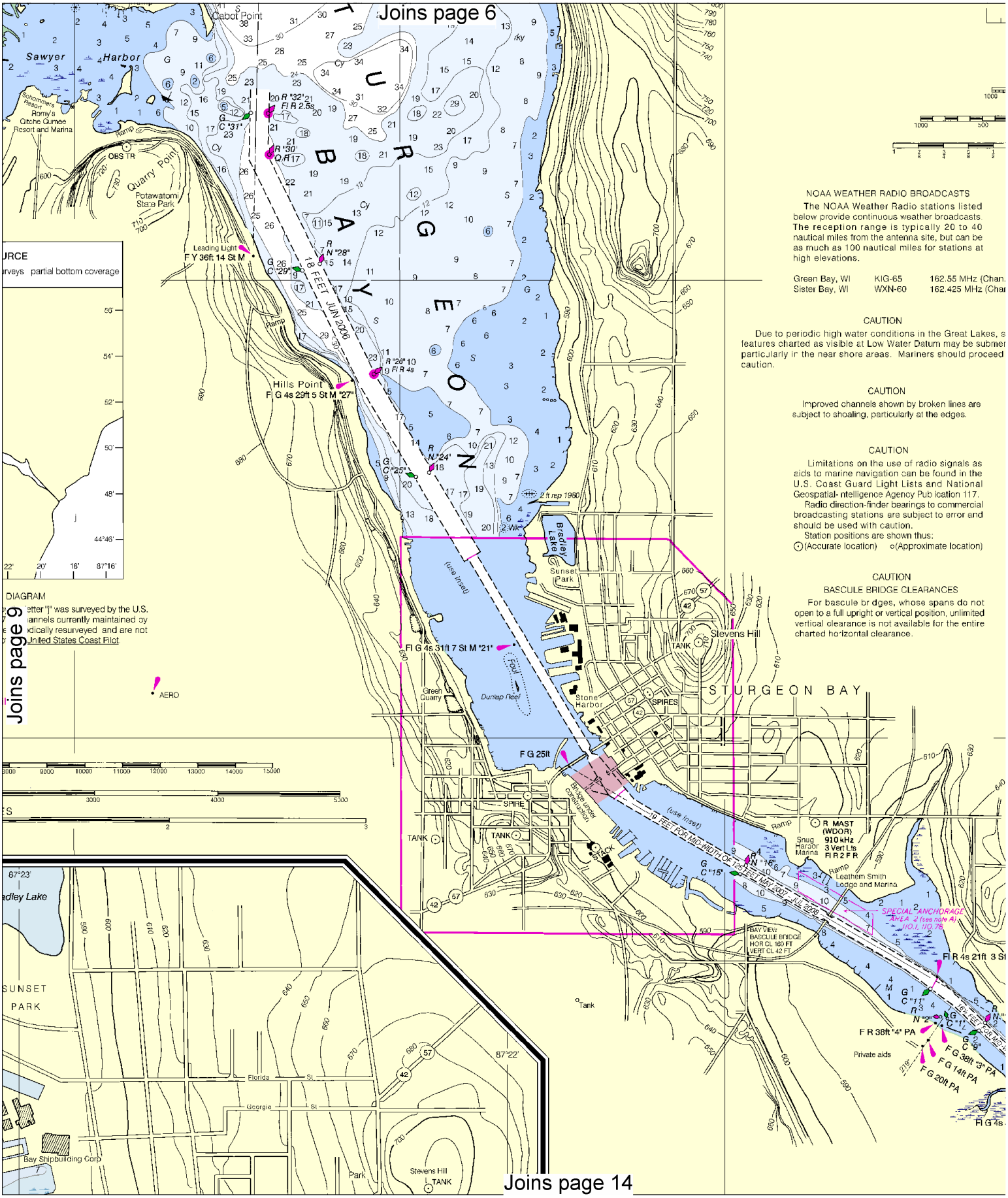
Sister Bay, WI WXN-60 162.425 MHz (Chan. WX-7)
CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
LAKE MICHIGAN - HURON
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
+5
+4
+3
+2
+1
0
-1
Elevation in feet
Low Water Datum
Average levels (1994-2003)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.
Joins page 10
Bradley Lake
Sunset Park
Stevens Hill
TANK
STURGEON BAY
Stone Harbor
SPIRES
Dunlap Reef
F G 25ft
SPIRE
TANK
Bridge under construction
CHECK
(use inset)
9 FEET FOR MID-WIDTH OF 125 FEET MAY 2007 - JUL 2005
G C "15"
R N "16"
R MAST (WDOR) 910 kHz 3 Vert Lts Fl R 2 F R
Snug Harbor Marina
Ramp
Leathem Smith Lodge and Marina
SPECIAL ANCHORAGE AREA 2 (see note A) 110.1, 110.78
BAY VIEW BASCULE BRIDGE HOR CL 160 FT VERT CL 42 FT
Fl R 4s 21ft 3 St M "12"
G C "11"
R N "10"
F R 36ft "4" PA
Private aids
F G 36ft "3" PA
F G 14ft PA
F G 20ft PA
Q 28ft
F 47ft
Ruins
Fl G 4s 31ft 4 St M "7"
OVHD PWR CAB AUTH CL 140 FT
TR 2 Vert Lts Iso R F R
BAY SHIP CANAL
Joins page 13
Tank
87°22'
2 ft rep 1980
31ft 7 St M "21"



North

Printed at reduced scale. ~~SCALE 1:30,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

Joins page 7

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FEET

500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000

METERS

0 1000 2000 3000 4000 5000

STATUTE MILES

1/3 1/4 1/8 0 1 2 3

CAUTION

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WARNING

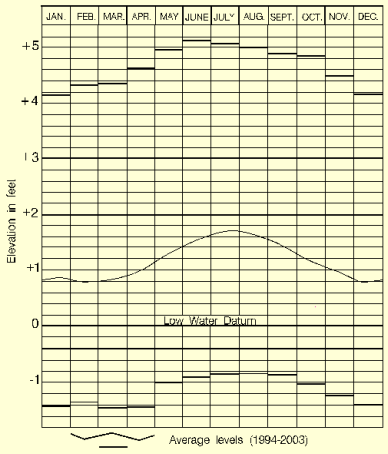
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

LAKE MICHIGAN - HURON

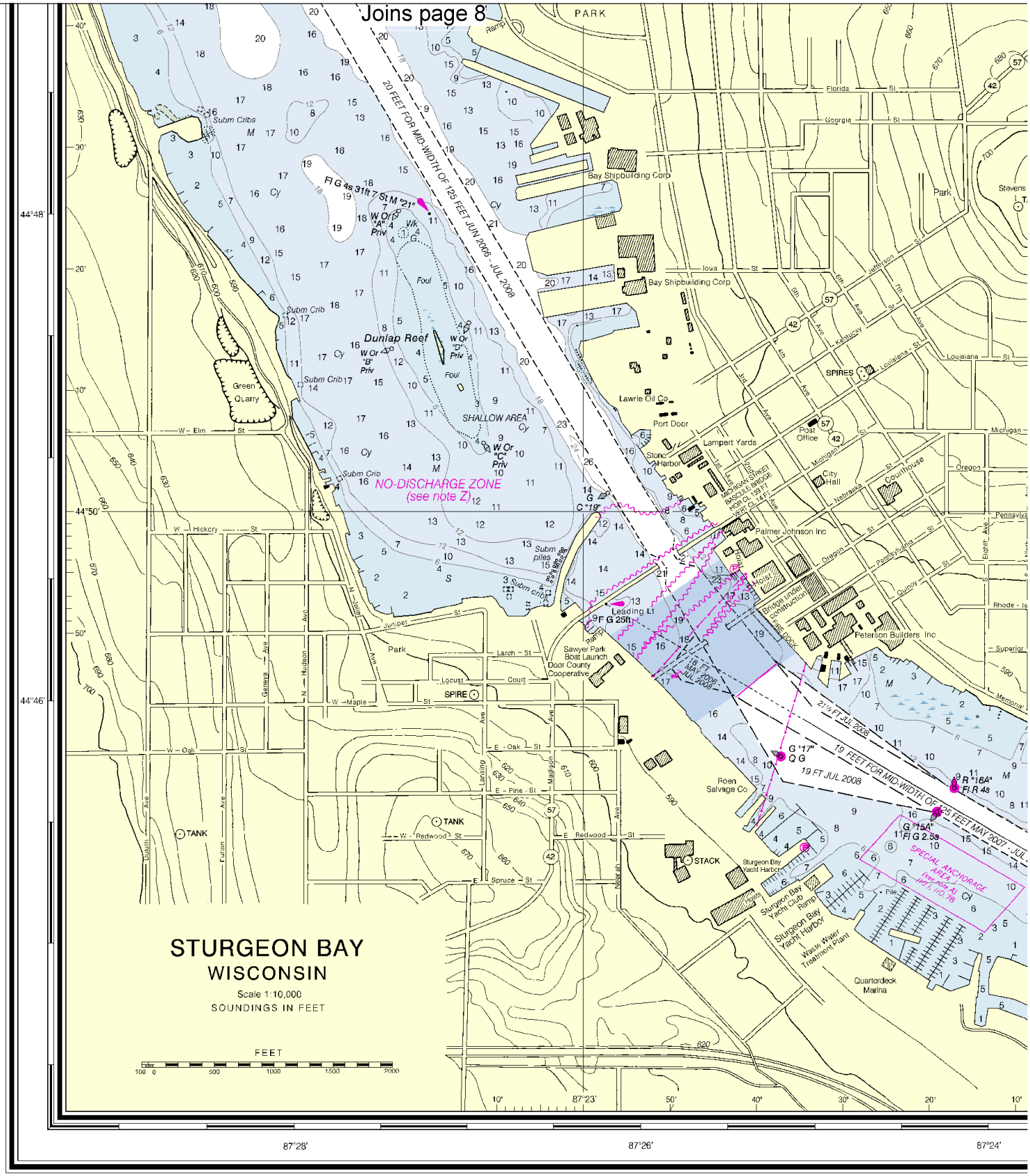


Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

44°52'
44°51'
45'
30"
15"
44°50'
50"

Q 28ft
F 47ft
Ruins
TR
2 Vert Lts
Iso R F R
St M "12"
St M "10"
s 31ft 4 St M "7"
OVHD PWR CAB
AUTH CL 140 FT
590 - TR
2 Vert Lts
Iso R F R
STURGEON BAY SHIP CANAL

Joins page 15



28th Ed., Oct./04 ■ Corrected through NM Oct. 2/04
Corrected through LNM Sep. 21/04

14919

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FI

12

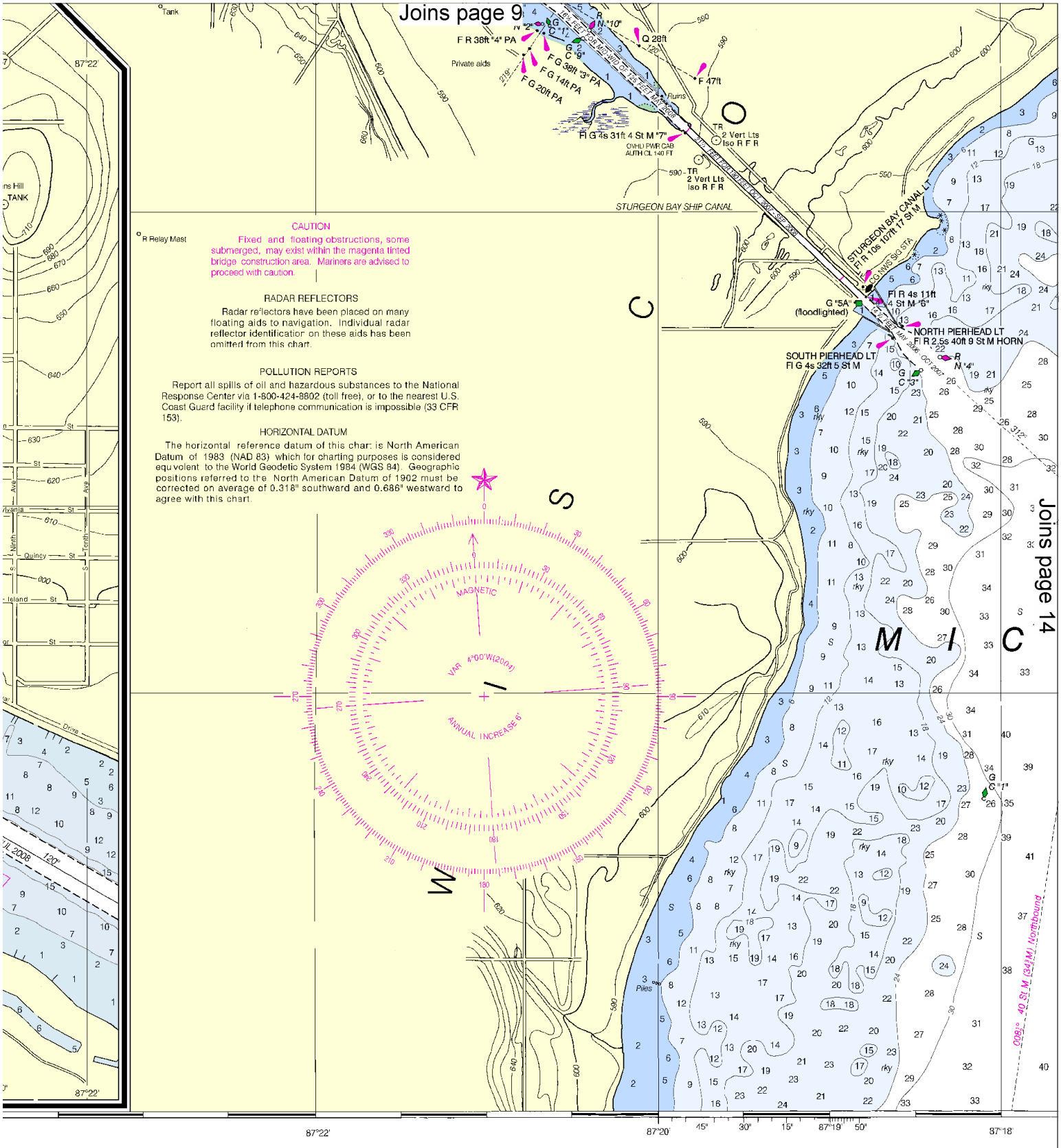
North

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

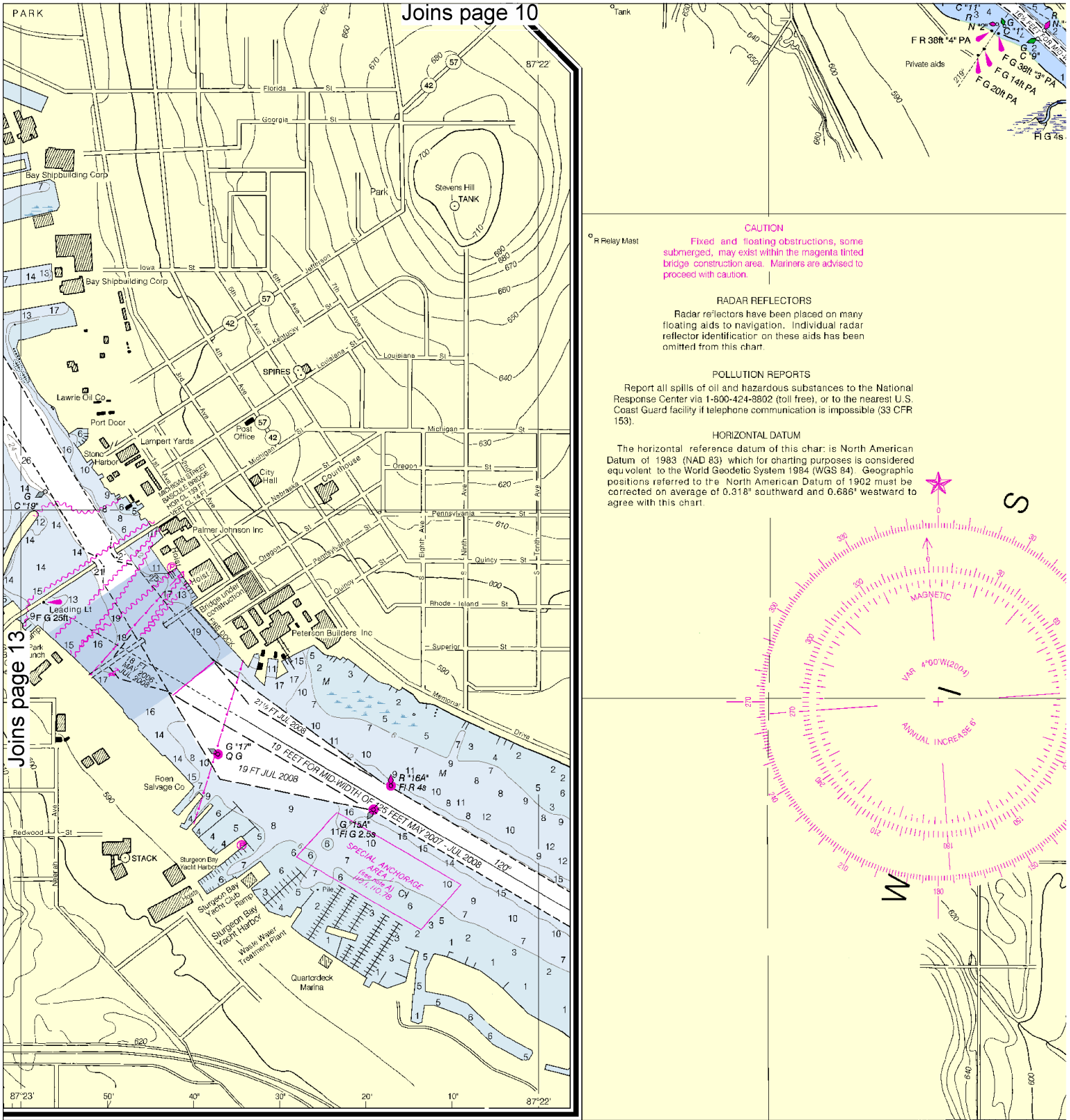
See Note on page 5.



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



to Mariners (NM) published
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Coast Guard district to the

SOUNDINGS IN FEET

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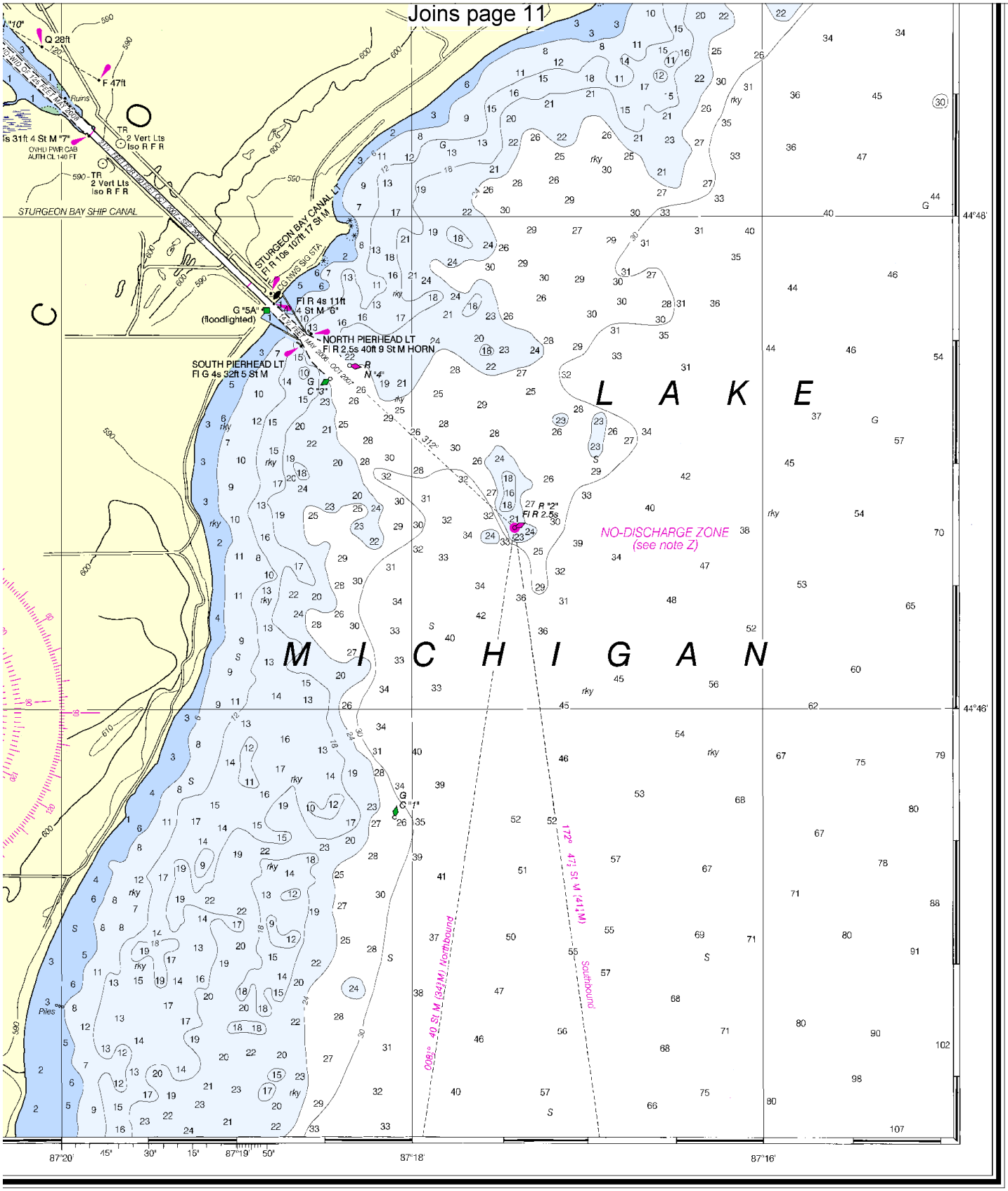

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Sturgeon Bay and Canal

SOUNDINGS IN FEET - SCALE 1:30,000

14919

ED. NO. 28
NSN 7642014010694
NGA REFERENCE NO. 14XHA14919

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.